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AREA GENERAL PLAN

PLEASANT HILL BART STATION ENVIRONS

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Approved by the
Contra Costa County Planning Commission
on April 29, 1975

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on December 2, 1975

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A. INTRODUCTION

This Area General Plan is an amendment to the Contra Costa County General Plan covering the environs of the Pleasant Hill BART Station. The planning area is generally bounded as follows: on the west by Interstate Route 680, on the north by Monument Boulevard, on the east by the Walnut Creek Channel, and on the south by Walden Road.

Several portions of the area are being subjected to increasing pressures for development of vacant lands, change in use of developed lands, increasing traffic, and other impacts attributable in part to the impact of the BART Station and its patronage.

A number of jurisdictions exist with respect to land use in the Planning Area: the Cities of Pleasant Hill and Walnut Creek have indicated certain land use patterns on their General Plans for their respective Spheres of Influence in addition to the County General Plan. Designations on these three plans have many similarities as well as some differences. This Area General Plan, once adopted, would amend the County General Plan in an attempt to minimize the various differences mentioned above and recognize existing trends and patterns of development.

B. GOALS OF THE PLAN

The plan was designed with the following goals in mind:

To provide for the orderly and unified organization of land uses in the planning area.

To recognize the potential of the BART Station to attract:

- Higher-density residential uses, especially planned unit projects, integrating different kinds and sites of buildings with open space and recreation and accommodating persons of different ages and incomes.
- Station-related services.
- Employment-creating uses.

To protect established desirable land use patterns by:

- Promoting coordinated design by requiring large-tract conversions.
- Allowing densities which will make large-scale conversion economically attractive.

To utilize physical barriers to separate unlike land uses and different densities of similar uses.

To provide easier access to the BART Station.

To provide adequate access to Interstate 680.

To provide adequate circulation between the Planning Area and surrounding areas, and a safe and convenient internal circulation system.

To accommodate and integrate non-vehicular circulation systems such as pedestrian and bicycling paths.

C. LAND USE TRENDS

Land use planning in the Planning Area is directed toward the recognition, anticipation, and guiding of development. Much of the area is characterized by expectation of change brought on by:

- ° The presence of two regional transportation facilities, Interstate 680 and BART.
- ° Geographical location in the center of urbanizing county.
- ° Location among three cities.
- ° Trend toward decentralization of urban activities.
- ° Attractiveness of the environs.

Much of the present development (particularly east of the SPRR tracks) can be expected to remain a viable land use through the planning period (1985) because of its age, quality, and suitable location.

The challenge for land use planning in the Pleasant Hill BART Station area is to accommodate expected growth and change to benefit the area as a whole.

D. GENERAL DESCRIPTION OF AREA GENERAL PLAN

1. LAND USE

The General Plan establishes nine land use categories for the Planning Area:

Single Family Residential-Medium Density

This category provides for detached single family residences in the 3-5 units per net acre density range, mostly on lands developed in this use. A substantial portion of the area is currently zoned R-10, R-12, and R-15 for residential develop-

ment and portions of these areas can reasonably be expected to remain in this form of development during the next 10-12 years. These areas are primarily located east of the SPRR tracks, but also include the subdivisions located west of the tracks south of Mayhew Way and Coggins Lane, respectively, and the residential development south of the Contra Costa Canal, east of Oak Road in the southern portion of the area. It is not anticipated that these areas will experience significant new single family residential development during the planning period due to the cost of land.

Single Family Residential-High Density

This category provides for single family residences in the 5 to 7 units per net acre density range and for two family residential (duplex) development.

This designation applies to those properties fronting on the south side of Mayhew Way, between Oberon and Woodlawn Drives. These properties are the most directly affected by the presence of the multiple family residential and light industrial land uses which front on the north side of Mayhew Way, as well as by any future improvements to Mayhew Way itself.

Multiple Family Residential-Low Density

This category has been established to provide housing in the 7 to 12 units per net acre density range. The category will accommodate housing ranging from single story patio home clusters to one and two story townhouses and apartment complexes.

This designation applies to several properties located east of the Southern Pacific Railroad tracks, fronting on Del Hombre Lane.

Multiple Family Residential-Medium Density

This category has been established to provide housing in the 12-21 units per net acre density range. The category will provide for a wide range of housing types, from single story patio homes at the low end of the density range, combinations of patio homes and two-story townhouses in the middle of the range, to two-story townhouse and apartment complexes at the higher end of the range.

The areas delineated on the General Plan in this category include the area south of the Contra Costa Canal west of Oak Road, the already developed Walnut Manor Complex, two areas (primarily developed) along Bancroft Road between Hookston and Mayhew, and an area fronting on Del Hombre Lane east of the BART Station.

Multiple Family Residential-High Density

This category has been established south of the BART Station and within easy walking distance of BART, between Jones Road and the Contra Costa Canal, and north of the station centering on Coggins Lane and also in the Wayside Lane area north of the BART Station. This density range provides for apartment-type development in the 22-30 units per net acre range. Developments of this type generally provide common open areas and recreation facilities. A significant amount of development has already taken place in these areas, especially along Oak Road south of Treat and along Coggins Lane.

Commercial

Commercial uses proposed in the plan are for the most part existing retail and service uses. Three areas are so designated on the plan. These are the Contra Costa Center, a community shopping center located at Buskirk Avenue and Monument Boulevard; the retail complex on Buskirk Avenue north of Coggins Lane, including Bruener's Furniture, Coco's and Plankhouse restaurants, and the Standard Service Station; and the Exxon Service Station on Treat Boulevard adjacent to the BART tracks.

The Planning Area appears to be well served by these and other commercial developments along the North Main, Contra Costa Boulevard and Pleasant Hill redevelopment areas. New commercial uses should not be permitted within the planning area, particularly those that may attract traffic from outside the area, due to the high level of traffic already otherwise generated through the area.

Office

The office category is established to provide for administrative and professional office development. The areas included in this category are frontage of Buskirk, both north and south of Hookston and Mayhew Roads; the area in the southeast quadrant of Buskirk and Coggins; the properties fronting on Treat Boulevard between the Southern Pacific Railroad and the Walnut Creek channel; and the areas adjacent to the west and south sides of the BART Station.

In this latter area commuter-oriented office uses (and specifically those which do not require heavy vehicular delivery or easy automobile access) should be provided. Taking cognizance of the attractive location of this area with respect to BART, it is proposed that in combination with the offices, ancillary retail and service uses and certain residential uses contained

in coordinated overall design scheme would be accommodated. Building bulk, height, land coverage and visual appearance from adjacent land uses shall be considered and controlled. Criteria for these areas are:

- a) Development to be phased in re-use areas of not less than 3 acres per increment, and a cohesive development plan for the whole area to be developed when the first increment is undertaken.
- b) To achieve the desired design and aesthetic qualities, the following design objectives shall be met:

The development design to integrate successfully individual buildings and building groups with the BART station and surrounding development, other physical features in the area, and existing development which will remain pursuant to this plan.

The design of structures to provide for harmonious composition of mass, scale, color and texture, with special emphasis on the transition from one building type to another, termination of groups of structures, relationships to streets, exploitation of views, and integration of spaces and building forms with the topography of the site and the suburban character of the area;

Provisions to be made for an efficient, direct and convenient system of pedestrian circulation, together with landscaping and appropriate treatment of public areas and lobbies;

Off-street parking and loading areas to be integrated into the overall vehicular circulation system;

Height and bulk of buildings to be designed to be compatible with existing development which will remain and adjoining areas.

- c) It is intended that open space and landscaped areas be created in new development, to enhance the proposed uses, by limiting land coverage. Permitted coverage of land by structures to be in the order of 30 percent.
- d) It is intended that the area be developed to a high intensity of use, but only to an extent and in a manner compatible with surrounding uses. A height limit of 4 stories has been established.

Treat Boulevard Frontage

The properties fronting on Treat Boulevard between the Southern Pacific Railroad and the Walnut Creek channel are designated in the Office category. This transition of land use from single family residential to a more intense use is made due to the impact on these properties of past and future widening of Treat Boulevard.

In view of the narrow configuration of the lands in question, it is not feasible to subject them to the same requirements as "Office" areas west of the SPRR. However, some land aggregation and control of access from Treat Boulevard is necessary.

Certain restrictions are to be imposed on the rezoning of these lands to implement the General Plan. Rezoning of these lands should be to the Limited Office (0-1) zoning district.

The following are recommended criteria for proposed development:

- ° Minimum development requirements shall be those of the Limited Office (0-1) District.
- ° No parking to be permitted on Treat Boulevard.
- ° No ingress or egress to be permitted directly from Treat Boulevard.

Light Industry

This category provides for and reflects existing light industrial uses such as light manufacturing, assembly and warehousing activity both north and south of Hookston Road along the SPRR tracks.

Public and Semi-Public

This category is established to accommodate uses of public or quasi-public nature. In the Planning Area these uses include the BART Station, schools, and a swim club. Generally, these types of facilities are not specifically shown on the land use element of the General Plan. However, because of the relatively detailed nature of this Plan and the significant amount of acreage devoted to public and semi-public uses, they are included as a particular land use category.

Summary of Land Uses

Table 1 summarizes the proposed acreages by major land use category in the General Plan (through 1985). Development of

the Planning Area according to the densities proposed by this Plan could have the effect of increasing the number of housing units from 2,331 to an estimated 3,480 by 1985. In terms of population change, this amounts to an expected increase from 5,900 people to approximately 8,200, a 39 percent increase.

TABLE 1 PROPOSED LAND USE - 1985 PLEASANT HILL BART STATION AND ENVIRONS

LAND USE	AREA	
	ACRES	PERCENT
Single Family Residential-Medium	323	50.5
Single Family Residential-High	1	.2
Multiple Family Residential-Low	2	.3
Multiple Family Residential-Medium	84	13.1
Multiple Family Residential-High	50	7.8
Commercial	40	6.3
Office	70	10.9
Light Industry	30	4.6
Public/Semi-Public	40	6.3
TOTAL	640	100.0

2. CIRCULATION

Development of BART facilities in the Planning Area has accentuated circulation considerations in two significant respects; network capacity and area access. Even without the advent of BART the Planning Area would be faced with increasing circulation problems due to urban growth both within and outside the area. The BART Station and related activities, however, add to the anticipated traffic volumes and make them more imminent; in addition, it poses certain specific traffic flow requirements and places limits on the alternative solutions available.

Generally, traffic volumes on the major thoroughfares in the Planning Area are nearing, or have exceeded, design capacities. For example, I-680 was designed for 40,000-50,000 Average Daily Traffic (ADT) but is handling from 81,000-93,000 ADT adjacent to the Planning Area (the addition of 2 lanes has greatly alleviated peak hour congestion); Geary Road-Treat

Boulevard has reached capacity with about 35,000 ADT, and at that volume experiences severe congestion in the morning and evening peak hours; Monument Boulevard is also over capacity, with a typical count in excess of 30,000 ADT; and even Bancroft Road is nearing capacity with 9,000 ADT.

Access to the station is only fair from the east and west, and poor from the north and south. Since Geary Road-Treat Boulevard is the only significant east-west arterial between Monument Boulevard and Ygnacio Valley Road, I-680 as supplemented by Buskirk Road is required to function as a local north-south arterial, but with only partial interchanges at Oak Park Boulevard and Geary Road-Treat Boulevard. Except for Bancroft Road, which terminates within the Planning Area, the only other north-south through thoroughfare is Oak Grove Road, about two miles eastward.

The Circulation Plan

The circulation proposals are shown on the Circulation Plan. The text which follows defines the components used to construct the Plan and describes the Plan's proposals.

CIRCULATION SYSTEM COMPONENTS

Component	Description
BART TRACKS	The existing right-of-way for the rapid transit tracks, averaging 100 feet wide, occupied by elevated track.
BART Site	The existing 20 acre rapid transit station site, with parking for 1,200 vehicles.
Southern Pacific Railroad Tracks	The existing right-of-way of the SPRR. Not a main line but considered important by the railroad. Approximately 100 feet wide except 300 feet wide north of Hookston Road and partly developed for industry and warehousing.
Freeway	A high-volume, high-speed thoroughfare characterized by directional separation and access by interchange only.
Arterial	For the purposes of this Plan, a major thoroughfare with inter-area circulation functions, and generally requiring four to six traffic lanes.

PLEASANT HILL B.A.R.T.D.
STATION ENVIRONS AREA
GENERAL PLAN



Collector	For the purposes of this Plan, a minor thoroughfare with local circulation functions, generally requiring only two full traffic lanes.
Pathways	For the purposes of this Plan, a network of pathways to provide for nonvehicular movement within the Planning Area.

The Circulation System

The arterial thoroughfare system in conjunction with Freeway I-680, is intended to accommodate the bulk of traffic passing through the Planning Area as well as that destined for the rapid transit station, the Contra Costa Center, Breuners, and other traffic attractors in the area.

The two most significant circulation system arterials are Geary Road-Treat Boulevard, providing east-west access, and a new north-south arterial (sometimes called the Oak Road extension) paralleling the SPRR tracks which will link Oak Road to Coggins Lane. The new arterial is split into a one-way couplet where it passes through the station site to accommodate the existing BART Station parking plan.

Oak Park Boulevard is to be extended into the Planning Area via Coggins Lane to effect a connection to the Oak Road extension. This corridor is intended to provide improved east-west movement in the area between Geary Road-Treat Boulevard and lands west of Interstate Route 680.

The collector street system is intended to provide for circulation within the Planning Area; traffic volumes on these streets will generally be less than 10,000 ADT, or within the capacities of two-lane (traffic lane) roads.

To provide an alternative means of transportation, a network of pedestrian and bicycle paths is proposed in the General Plan. The proposed pathways network will provide environmental benefits by encouraging non-automobile travel modes within the planning area, and by creating additional recreational facilities for area residents. However, the major emphasis is placed on the use of the proposed pathways as a functional secondary circulation system to gain access to the BART Station and other points within the planning area.

The proposed pathways network of this Plan, together with those being proposed by the County and various cities, are expected to mesh into a Countywide system.

Road Network Improvements

A key to improvement of the circulation network in a relatively short time is the extension of Oak Road northward from Las Juntas Way to link with Coggins Lane.

This improvement will provide better north-south movement in the station area, as well as easier east-west movement, by reducing current traffic on Las Juntas an estimated fifty percent.

The improvement of the existing Oak Road alignment between Treat and Walden Road will greatly facilitate traffic movement in the southern portion of the planning area. The initial improvement would include two twelve foot lanes plus bicycle lanes for most of the road, with four lanes at Treat Boulevard and special right and left turn movements.

BART Station Patronage

It is assumed that eventually 25% of the patrons will arrive by transit bus (a figure comparable to other areas which presently have bus transit service). If feeder bus service levels are lower than anticipated, or BART patronage exceeds estimates by a significant amount, existing parking areas will have to be augmented either by double-decking the parking lots, or by acquiring and converting to parking additional lands near the station. In addition, BART is studying means of improving and expanding bicycle storage service at the station, which is currently deficient.

3. COMMUNITY FACILITIES

A variety of facilities and services will be required to serve development in the Planning Area. These facilities will be provided by local government or special districts. The General Plan serves to notify service agencies of the potential scope of area development and the need to provide public facility sites as plans are drawn for new projects. The following will serve to indicate the probable effect the General Plan proposals will have on these agencies.

Schools

The Planning Area is served by the Fair Oaks, Oak Park and Willow Creek elementary schools; Oak Grove and Pleasant Hill intermediate schools; and Pleasant Hill and Ygnacio Valley high schools in the Mt. Diablo Unified School District; as well as Buena Vista Elementary and Walnut Creek Intermediate in the Walnut Creek School District; and Las Lomas High School in the Acalanes Union High School District.

All of the schools experienced stable or declining enrollments, both during the 1972-1973 and the 1968-1973 periods. Because little new single family construction is anticipated in the area, coupled with declining family sizes, it is expected that any substantial development of apartments in the area will result in a moderate impact on the existing schools. This, of course, varies with the type and design of apartments. School district officials believe that if school facility expansion becomes necessary in the area, it will logically take place at existing facilities rather than in schools at new locations.

Fire Protection

The Contra Costa County Consolidated Fire District provides fire protection for the Planning Area. Present stations servicing the area are: Station Number 1 on Civic Drive in Walnut Creek, Stations Number 2 and 5 on Geary Road and Boyd Road respectively in Pleasant Hill, and Station Number 10 on Treat Boulevard in Concord.

Based on the anticipated Fire Flow Rating of the area and the allowable response distances from the stations, district officials believe that the present stations should be adequate to serve the area.

Library Service

The study area lies partially within four library service areas: the County service areas of Pleasant Hill, Walnut Creek, Ygnacio Valley and Concord. County library standards call for one square foot of library space for every two persons. Based on the size and locations of existing and planned facilities, it appears these standards will be satisfied and a library site will not be required within the study area. In addition to the Central Library facility in Pleasant Hill (which will be expanded in the future by 30,000 square feet), the Walnut Creek branch, the Concord Library, the proposed Ygnacio Valley Branch Library at Oak Grove and Ygnacio Valley Roads, and a proposed small community library in the new Pleasant Hill Civic Center will eventually serve the Planning Area.

Parks and Recreation

The Planning Area has a total of approximately 9 acres which can be considered as parkland. This includes approximately 8 acres at Fair Oaks School-Len Lester Park (approximately 4 acres of school property were improved with park facilities by the school and Pleasant Hill Park and Recreation District, and the approximately 4 acre Len Lester Park area was jointly improved by the City of Concord and the area homeowners).



CIRCULATION PLAN

LEGEND

FREEWAY	EXISTING	PROPOSED
ARTERIALS	—	—
COLLECTORS	—	—
BART	—
PATHWAYS	—	—

association) and a linear parkway under the BART line between the SPRR and Las Juntas Way.

The Planning Area encompasses portions of two park agency jurisdictions: Pleasant Hill Park and Recreation District and County Service Area R-8 which includes the Walnut Creek portions of the Planning Area. Adopted standards of 2.5 acres of neighborhood parks per 1,000 population indicate that the Planning Area appears to have a neighborhood park acreage deficiency of slightly under six acres. Neighborhood parks should generally serve a radius of approximately one-half mile.

Community parks, which serve a group of neighborhoods and provide greater recreational opportunities than neighborhood parks, will generally serve an area within a two mile radius while supplying a standard of approximately 1.5 acres of area per 1,000 residents. Three such parks are located so as to provide community park facilities for the Planning Area. These are Heather Farms and Larkey Park in Walnut Creek and Pleasant Hill park on Gregory Lane in Pleasant Hill. In addition, area residents have access to the regional and state parks.

The Recreation Element of the County General Plan recommends that an additional neighborhood park be provided in the vicinity of the BART station to accommodate the expected increase in population in the area.

The City of Walnut Creek proposes a neighborhood park in the general vicinity of Oak Road and the Contra Costa Canal, south of Treat Boulevard.

Discussions have been held with Pleasant Hill Park and Recreation District officials regarding the possibility of a neighborhood park in the vicinity of Buskirk and Hookston in conjunction with a flood control-water drainage ponding basin concept. This concept appears feasible and is the least expensive in terms of drainage alternatives.

Public park facilities should provide tot lots, playfield areas, and the usual appurtenances of neighborhood parks. Private development should also provide recreational facilities appropriate to the scale of the respective projects. Such facilities as pools, sauna rooms, social and game rooms for gatherings and passive recreation, as well as common open areas should be required and developed in large private developments.

Sewerage Service

The Central Contra Costa County Sanitary District provides sewerage service to the Planning Area. The district's major trunk line runs through the Planning Area along the SPRR right-of-way. This line consists of parallel sixty inch and thirty inch lines from Walden Road to Mayhew Way, and a single sixty-inch inch line northerly from Mayhew Way towards the Pacheco treatment plant.

The district is expanding its treatment plant to provide secondary treatment to thirty mgd, primary treatment to forty-five mgd, and greater storage capacity for wet weather flows. Plans call for expansion of the plant's capacity by fifteen million gallons, to be followed by a second expansion of fifteen million gallons by 1986.

The present system is deemed adequate to serve anticipated growth in the Planning Area.

Water Service

The Contra Costa County Water District provides domestic water service to the Planning Area.

The area is served by a network of water mains of varying dimensions adequate for the current land use in the area. However, the district anticipates substantial long range growth, both within the Planning Area and the central county area in general. In anticipation of growth in this area and central county the District will build a major trunk line along Buskirk Avenue. This line, coming south from the Highway 4 area, will be tied into the Pleasant Hill water tank and Country Club Reservoir to the northwest of the Planning Area.

Drainage

Drainage has been a continual problem in the area, and as development adds impervious surfaces within the area the problem increases. The Planning Area involves at least five drainage areas. The most northerly drainage area is identified as Zone 77 by the Contra Costa County Flood Control District. Except for local inadequate storm drainage facilities along Lisa Lane and the SPRR, this area appears to have adequate drainage facilities to convey the storm waters that originate in the area, assuming the character of land uses does not change.

Southerly and westerly of Zone 77 is the drainage area identified by the Contra Costa County Flood Control District as 77A.

This is a 100 acre area and drains northerly to a drainage system installed by the State, beneath the Freeway. The system under the Freeway is designed for fifty second feet capacity. Based on area development trends, the storm water which could originate in the area would increase to approximately 150 second feet. This increase would overburden the existing State system and other drainage facilities within the area. It is infeasible, both from an engineering and economic standpoint, to parallel or expand the existing State system, and thus two alternatives are being examined by the Flood Control District.

1. To construct a line east and north to the Walnut Creek Channel;
2. To utilize the full capacity of the existing system and develop an impoundment basin or reservoir to temporarily contain the excess runoff pending accumulation by the present system. This concept would require a 3 to 3-1/2 acre site which could be landscaped and incorporated into a larger park and recreational setting. The ponding area would have water in it only during brief periods of the rainy season, or portions of the ponding area could be retained as a temporary lake. Due to the slope of the land the ponding area can only be located in the area south of Hookston Road, and east of Buskirk Avenue.

The implementation of the neighborhood park/impoundment basin concept is contingent upon participation by the Pleasant Hill Park and Recreation District. It is recognized that the better solution to this drainage problem is to take the drainage to the Walnut Creek channel via pipe. This solution, however, is considerably more costly and difficult to achieve. Therefore, the park-impoundment basin alternative, which would also provide needed neighborhood recreation facilities, is recommended. Since only approximately twelve acres of undeveloped land, including three residences, remain here, it is recommended that as much land as is feasible be purchased for dual purpose public use.

Southerly of 77A is a drainage area identified by the Contra Costa County Flood Control District as Zone 44. This area extends into the City of Walnut Creek as far southwest as the Springside Road area. Except for a short length of storm drain installed by private developers as part of multi-family development, the only storm drainage facilities of any consequence is the line along Jones Road and other lines on the BART Pleasant Hill Station site. The Jones Road storm drain, from Walden

Road northerly consists of a single sixty inch line. To be adequate, an additional sixty inch line is required. Southerly of Walden Road, both of the lines were installed through participation between BART and the City of Walnut Creek. Between the BART Station and the box culvert south of Coggins Lane, near the freeway, the drainage consists of a natural earth channel of inadequate capacity. The drainage system northerly of the BART Station, including the box culvert that discharges into Grayson Creek, has a capacity of 270 second feet. The development trends indicate that a capacity of 460 second feet will have to be provided. Because it is not feasible (according to the Flood Control District) to replace or parallel the existing box culvert with an additional facility, this agency in its preliminary plan for Zone 44 proposes the construction of an 84-inch line north-easterly along the BART tracks to the Walnut Creek channel.

The fourth drainage area is bounded on the north by the BART tracks, on the east by the Walnut Creek channel, on the south by Walden Road, and on the west by the SPRR tracks. This area does not have adequate storm drainage facilities. It has experienced drainage problems in the past.

The fifth drainage area is located northerly of the BART tracks and easterly of the SPRR tracks. The storm water from this area drains northerly toward the Bancroft-Hookston Road intersection. The only drainage facility of any consequence is a closed conduit beneath the apartment complex on the west of Bancroft Road and the Townhouse complex east of this street. The drainage system terminates in a bubble box within the confines of Len Hester Park. The inadequate nature of the drainage system results in water being ponded on Bancroft Road, southerly of Hookston Road. Development trends would tend to increase the storm water runoff and worsen the existing problems.

Except for Zone 77, which is already organized and has established a tax rate, a public entity of some type would have to be created to generate the funds for construction of an adequate storm drainage facility. The Flood Control District recommends that Drainage Zones 44 and 77-A be formed, and that both the Cities and County adopt a drainage fee ordinance for this area, so that new development will pay its proportionate share toward the construction of adequate drainage facilities.

E. IMPLEMENTATION

Development of vacant land according to the provisions of the General Plan will take place pursuant to the requirements of the County's Ordinance Code, which includes Zoning and Subdivision Regulations among other provisions.

1. LAND USE TRANSITION

Minor and gradual changes from lower density to higher density uses will take place in the Planning Area based on economic return, within the limits defined by this Plan and applicable regulations. In a number of areas subject to special development pressures due to proximity to the BART Station, more intensive changes in land use are expected to take place.

These changes in land use, especially from low to high intensity uses, will take place as BART patronage increases and arterial street improvements are made. Unless coordinated or otherwise directed, these changes will occur on an individual parcel basis in an unsequenced manner. The resultant development could be physically unrelated, economically marginal, and visually unattractive. It is, therefore, necessary to require that land use development take place on larger land increments through aggregation of smaller land parcels into larger sites allowing greater flexibility and potential for improved design and uses as indicated in the plan.

The economic return differential between the existing residential uses and proposed higher intensity residential and office uses must be large enough to pay for costs of parcel assemblage, clearance, and construction of supporting facilities.

The establishment of zoning classifications for office areas subject to the BART Station impact, embodying features of design flexibility and public control, having a minimum parcel size of three acres, would be necessary.

2. RECREATION AND FLOOD CONTROL

The provision of public facilities can be utilized to direct private development into desired locations, while at the same time providing needed facilities. A case in point is the construction of the Oak Road extension north of Las Juntas Way to Coggins Lane. This will encourage more intensive land uses because improved access would be available. Another example would be the acquisition of lands near Hookston and Buskirk for a combination of a runoff impounding basin and neighborhood park.

A number of organizational and financial alternatives are available to provide public improvements such as roads, parks and utilities. These include:

- ° Special assessment districts
- ° Acreage fees (for new development)
- ° Parkland dedication fees (or land)
- ° Rights-of-way dedication
- ° Federal aid urban funds (roads only)
- ° Outright purchase (bonds or capital improvement program)

Combinations of the above mechanisms could be used. In the case of drainage facility and park combination, Flood Control District funds could be combined with park dedication funds to create a ponding basin/park dual purpose facility.

Commission Adoption - Exhibit C

**GENERAL PLAN AMENDMENT
TREAT BLVD - PLEASANT HILL BARTD AREA**

This amendment to the Land Use Element of the County General Plan covers an area of approximately six acres located south of Treat Blvd. between Oak Road on the west, the Southern Pacific right-of-way on the east and to the existing apartment project on the south. The amendment was initiated in response to a request for a change in the General Plan from "Office" use to "Multiple Family Residential-High Density".

The amendment proposal is based on the judgement that the site is appropriate for high density multiple family development since it is adjacent to the Pleasant Hill BARTD Station. Originally, it was planned that intensive "Office" use development would benefit from commute on BART and would help to diminish the need for parking at the Pleasant Hill Station in relative terms. The height restrictions and requirements to aggregate acreage found in the Pleasant Hill BART Station Environs Area General Plan tended to deter development of office uses and conversion to multiple family land use is now desirable.

LAND USE ELEMENT

Change the land use designation from "Office" to "Multiple Family Residential-High Density".

The definition of that land use category is:

Multiple-Family Residential High Density - These areas provide for apartment-type development (usually two stories) in the 22-30 units per net acre range. Development of this type generally provide common open areas and recreation facilities. These areas of intense residential use are conveniently located with respect to transportation and shopping facilities.

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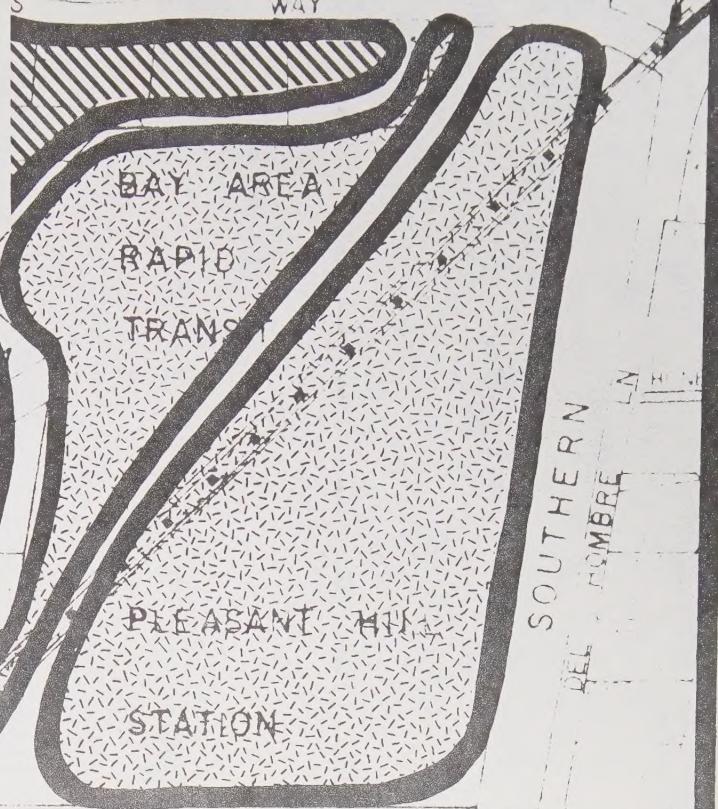
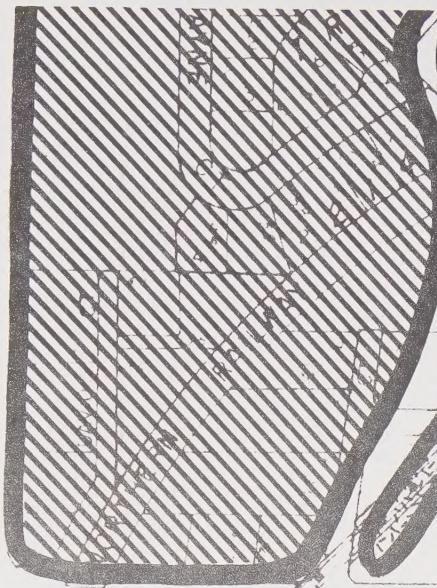
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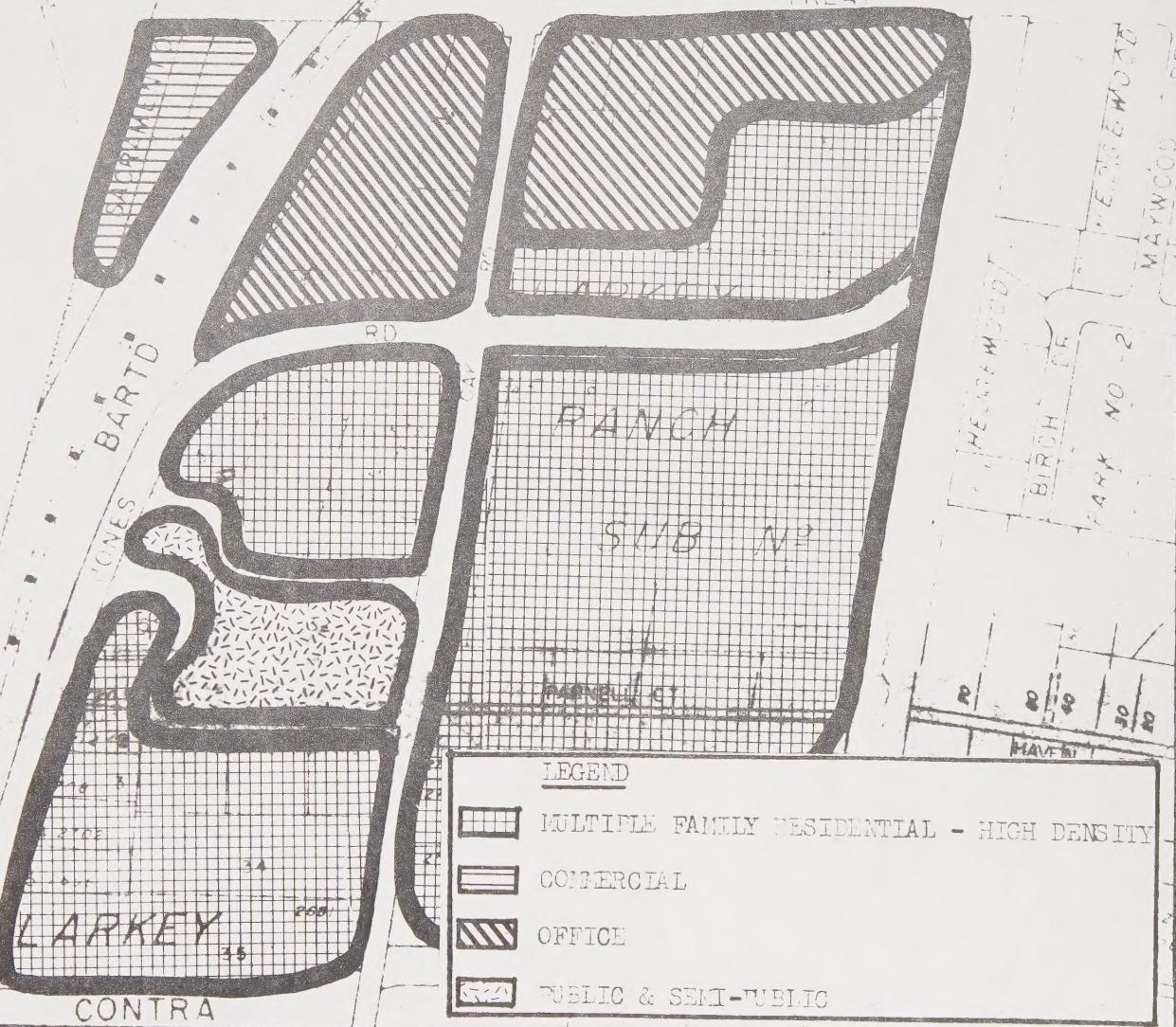
GENERAL PLAN AMENDMENT TREAT BLVD - PLEASANT HILL BART STATION AREA

N
1"=300'

680



INTERSTATE



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